

MEETING.
NOTICE.—The members of LOGE FRANKLIN, No. 58, A. O. U. M. W. are requested to meet at St. Alban's Hall (Monday) evening, at 8 o'clock, for the purpose of electing a new committee. W. M. LOVETT, Secretary.

THE ANNUAL MEETING OF THE COUNTY BOARD OF PUBLIC WORKS.
The annual meeting of the County Board of Public Works will be held on Monday, January 13th, 1879, at 10 o'clock, at the Court House, in the presence of the Hon. J. B. FLEMING, Governor.

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Richmond Dispatch.
THE CIRCULATION OF THE DISPATCH IS LARGER THAN THE COMBINED CIRCULATION OF ALL THE OTHER DAILY PAPERS OF THE CITY.

MONDAY, JANUARY 13, 1879.
INDICATIONS FOR SUNDAY.—For the Middle Atlantic States, southwest backing to easterly winds, slightly warmer and cloudy weather, with rain or snow, and falling barometer.

WEATHER REPORT.
For the South Atlantic States, falling barometer, warmer, cloudy, and rainy weather, and increasing southwest winds.

THE WEATHER SATURDAY was cloudy and milder, with rain at night.
Thermometer SATURDAY: 8 A. M., 28; 9 A. M., 32; noon, 44; 3 P. M., 45; 6 P. M., 48; midnight, 37.
Mean temperature, 38.1-6.

LOCAL MATTERS.
Legislative Items.
MEMORIAL FROM THE ATTORNEY-GENERAL IN RELATION TO THE PAY AND PERQUISITES OF HIS OFFICE.—THE PRINTING INVESTIGATION, &c., &c.

A memorial from the Attorney-General has been presented to the General Assembly in which he respectfully asks that the body to which the question whether it can, under the Constitution and laws of the State, deprive him of one third of the compensation prescribed by law at the time he was elected and entered upon the discharge of the duties of his office. He claims that under the Constitution the Attorney-General is a part of the judiciary; that he is elected for a specified term, and can only be removed from office during that term in the mode prescribed for the removal of judges; that if the Legislature can change his compensation during his term of service, and by reducing the amount to a mere nominal one may compel a resignation, amounting to a removal in a mode forbidden by the Constitution.

He insists that whenever (as in several cases) the General Assembly has reduced the salary in express terms made the law effect only from the beginning of a new term.

But conceding the power of the General Assembly, he asks if it is generous, after he has given up his private business and undertaken that of the State, when the term of his term is only half expired, to deprive him of a large portion of the salary which the law fixed, and which he had every reason to expect would be paid to him.

He very distinctly disavows any desire to have extra compensation. He only asks that his term be not only half expired, but that the law which he has paid out of his private means the rent of his office, notwithstanding the law authorized him to rent the office, provided he did not expend more than \$400.

He asks the General Assembly to consider whether, after he has given up his private business and undertaken that of the State, when the term of his term is only half expired, to deprive him of a large portion of the salary which the law fixed, and which he had every reason to expect would be paid to him.

He also calls attention to the fact that the postage necessary for use in his office has to be paid for out of his private means, while every other officer connected with the State government is fully supplied at the public expense. He calls attention to other matters of minor importance in which his office is unjustly discriminated against, and asks the General Assembly to do right in the premises.

PUBLIC PRINTING.
The Joint Committee on Printing—Senator John C. Hunter, met in the Senate chamber Saturday. Mr. Goode concluded his testimony, and it was then arranged that the committee would adjourn until Wednesday night at 8 o'clock, when Colonel Gordon will open the argument.

Messrs. G. D. W. McCance and J. B. FLEMING, of the Richmond Press, will follow, by the order of Captain Frayser. Colonel Gordon will close. Counsel have no limited time in which to present their views.

OFFICERS IN SOME DANGER.
The House Committee on Officers and Officers of the Capitol have had under consideration the propriety of abolishing the offices of Second Auditor, Railroad Commissioner, and Commissioner of Agriculture. It may be stated, unofficially, but believed accurately, that they are unanimously of opinion that the office of Second Auditor should be maintained; but a considerable number, if not a majority, favor the abolition of the two Commissioners' places.

A report will probably be presented during this week.

THE FALLING WATERS.—THE ICE-GORGE—SCENES AND INCIDENTS.—The water commenced falling about 4 o'clock A. M. Saturday, and has continued slowly to recede from that time up to this writing. The back-water, caused by the rise in Shockoe creek had fallen, but it was still quite high in Rocketts.

Saturday morning Mr. William T. Holdsworth and friends went down to Dutch Gap via the Chesterfield route; and from thence to Graveyard Reach. A *Dispatch* reporter called on him on Saturday evening.

He reported that the bark Peppita and schooner Oakes Ames were ice-bound about one fourth of a mile apart. The reported wreck of the Ames was untrue. Both were safe up to Saturday evening, but in positions of great danger. Mr. Holdsworth extended his excursion to an ice-boat, extending from Richmond back to Graveyard Reach, a distance of some ten miles. The water was believed to be frozen from the bottom to some four or five feet above the usual level of the river. He said that all around there were small icebergs, and that everything was impossible in this writing to predict anything in reference to the breaking of this gorge, and it is feared that the waters will not subside until the gorge is broken.

Saturday afternoon two steam-tugs started for Graveyard Reach to look after the Peppita and Oakes Ames, but they were unable to proceed on account of the gorge referred to above.

Saturday the ice on the dock and basin was in excellent condition, and there were more persons skating than on Tuesday last. The shores were crowded with spectators. In Manchester the water had fallen very low. The mills were of course idle. A number of persons in the lower part of the city moved their goods out of the first stories, but none left their premises entirely.

WAR RECORD OF RICHMOND CITY AND HENRICO COUNTY (VIRGINIA) TROOPS, CONFEDERATE STATES ARMY.—Series No. 8 of the war record of our city and county troops, Confederate States Army, by Sergeant E. H. Chamberlayne, Jr., of the old First Virginia Infantry, appears this morning in pamphlet form. This number contains a war record of Company C, Missouri Guard (Captain John Dooley's company), old First Virginia regiment, and is a very interesting and valuable document. These pamphlets are published weekly, and give a correct history of each officer and man from the day of enlistment in the Confederate States Army up to the surrender at Appomattox, Courthouse. This and back numbers may be had at Johnston's music and book-store.

PERSONAL.—The visitors to the Tobacco Exchange Saturday were R. J. Gaudin, W. D. Nowell, Charlotte, S. P. Henson, Louisiana; Charles Ashton, Prince George; and Dr. J. W. Walker, Chesterfield.

THE CANAL'S SUCCESSOR.
Richmond and Alleghany Railroad Bill Reported in the House.

THE BILL ACCEPTABLE TO ALL PARTIES.—THE BILL IN FULL MEETING OF THE STOCKHOLDERS OF THE JAMES RIVER AND KANAWHA COMPANY.—THE BILL APPROVED BY THE MEETING AND ITS PASSAGE URGED, &c., &c.

The House Committee on Roads reported the following on Saturday:
A bill to authorize the James River and Kanawha Company to make sale and transfer of all its works, property, and franchises to the Richmond and Alleghany Railroad Company, and to define the powers and duties of the Board of Public Works in respect thereto.

Whereas in the meeting of the Richmond and Alleghany Railroad Company the Legislature authorized said company to purchase any of the property and franchises of any work of internal improvement within the limits of its charter, and the said company has made certain propositions to the James River and Kanawha Company looking to the purchase of its property and franchises; therefore

1. Be it enacted by the General Assembly of Virginia—
1. That the proxies of the State of Virginia, representing its stock in the James River and Kanawha Company, are hereby authorized to vote for the sale and conveyance of all the works, property, and franchises of said James River and Kanawha Company to the Richmond and Alleghany Railroad Company, provided that the contract of sale shall contain the following provisions, and shall not contain any provisions inconsistent therewith:

2. The consideration to be paid and received by the Richmond and Alleghany Railroad Company shall be the construction and equipment of the railroad hereinafter described, and also the assumption and payment of all the debts and obligations of the said James River and Kanawha Company, which have been incurred by the James River and Kanawha Company, without meaning thereby to acknowledge or give in any manner any validity to any such debt or obligation which it would not have if the same were asserted against the James River and Kanawha Company, and said company shall be bound to pay the same.

3. The said railroad company may, in approaching and passing through Lynchburg, arrange for the temporary use of any tracks already constructed for a period not exceeding three years.

4. The said railroad company shall be bound to construct the railroad contemplated between the Richmond and Alleghany Railroad Company and the James River and Kanawha Company, there shall be a satisfactory agreement and contract made between the Richmond and Alleghany Railroad Company and the Richmond and Alleghany Railroad Company.

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10. The said railroad company shall be bound to construct the railroad contemplated between the Richmond and Alleghany Railroad Company and the James River and Kanawha Company, there shall be a satisfactory agreement and contract made between the Richmond and Alleghany Railroad Company and the Richmond and Alleghany Railroad Company.

11. This act shall be in force from its passage.

Meeting of the Stockholders of the James River and Kanawha Company.
An adjourned meeting of the stockholders of the James River and Kanawha Company was held at the company's office on Saturday afternoon, January 12th, 1879.

Major Johnston, president of the James River and Kanawha Company, submitted a report to the stockholders giving the result of recent transactions in the Committee on Roads of the two houses of the General Assembly, and the action of the State in reference to the bill now before the General Assembly, and other matters already published in the *Dispatch*. He then read the bill and amendments as reported to the House of Delegates, and the amendments which had been rejected by the committee, and some of which may be presented in the House.

The bill and amendments having been considered, Mr. Barclay moved that the bill and amendments now upon the House calendar be approved and sustained.

AN ENDORSEMENT FROM RICHMOND.
Mr. Cannon, one of the city proxies, seconded the motion, and asked the stockholders. He said he thought that the people along the line of the canal and the interests of the city had been fully protected and guarded in the bill. The people of Richmond were with singular unanimity in favor of the bill, and he hoped there would be no further delay in its passage.

He said he was not given within sixty days the right to give the same shall cease unless the time be extended by the Board of Directors of the James River and Kanawha Company, which such extension shall not exceed sixty days.

A \$500,000 PLEDGE.
The Richmond and Alleghany Railroad Company shall deposit with the Board of Public Works a sum of \$500,000 in United States bonds, or an amount in market value of other public securities to be approved by said Board, as a pledge for the completion of its railroad from Richmond up the Valley of the James river, or on near the present location of the Potomac and Chesapeake Bay.

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ment and deposit shall not then be made the contract of purchase shall be made and become absolutely null and void: Provided the contract shall be made within 120 days after the passage of this act.

DOCKAGE AND WATER-POWER AT RICHMOND.
It shall also be provided that the rate of dockage at Richmond shall not exceed the rate now present established by the James River and Kanawha Company, and all existing contracts for water privileges along the entire line shall be respected and maintained at rates not exceeding the present rates, except in those cases in which they may be cancelled or altered by agreement or extinguished by condemnation. It shall be the duty of the Richmond and Alleghany Railroad Company to maintain the water-supply of the docks and of the works along its line between Boshers' dam and Tidewater, and to strengthen and enlarge the present structures to meet any increased demand for water-power; and in the construction of its railroad it shall not so destroy or obstruct the present canal between Boshers' dam and Tidewater as to lessen the present water supply.

MISCELLANEOUS PROVISIONS.
The building of the said railroad by the Richmond and Alleghany Railroad Company within the time above prescribed, and the future maintenance thereof, shall be a sufficient compliance with all the conditions on which the franchises of the James River and Kanawha Company were heretofore granted to it by the State of Virginia.

9. The said railroad company may, in approaching and passing through Lynchburg, arrange for the temporary use of any tracks already constructed for a period not exceeding three years.

10. The said railroad company shall be bound to construct the railroad contemplated between the Richmond and Alleghany Railroad Company and the James River and Kanawha Company, there shall be a satisfactory agreement and contract made between the Richmond and Alleghany Railroad Company and the Richmond and Alleghany Railroad Company.

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great burden—the canal, which has been the greatest failure of the age. He thought it manifestly unjust to impose these additional burdens upon this company. The same can be proved by the Richmond and Alleghany Railroad Company, and the delegates, or some of them, were a strange one indeed. These restrictions which Richmond wants to impose will be but an example to others to raise objections, and they will unite and all will be lost. We are not out of the woods by a long shot. He had recently seen an amendment proposed to build a line away to Cumberland or Pound Gap. Whoever heard of such a thing to be put in a bill like this?

Mr. Henry briefly replied to Mr. Nowlin. Mr. Ellison said that all who knew Mr. Henry would give him credit for seeking to promote the highest interests of his city and State in the amendments he had proposed to the bill before the Legislature; but he thought that if Mr. Henry had been present at the meetings of the James River and Kanawha Company when all these points were carefully and fully considered, he would have seen the amendment proposed. He would understand, too, the fears felt by some of the friends of the bill that if it materially changed the provisions of the Richmond and Alleghany Railroad Company it would be acceptable to that company, and the whole scheme would thus be defeated.

Mr. Henry stated that while he regarded his amendments as important to Richmond and the people of the James-River Valley, it was not his purpose to do anything which would endanger the construction of the proposed James-River Valley railroad. As a friend of the enterprise he would co-operate with the James River and Kanawha Company in securing the results they aimed to accomplish.

On motion of Mr. Barclay to approve and sustain the bill reported to the House of Delegates was unanimously adopted.

On motion of Mr. Cannon a vote of thanks was tendered to Major Johnston for the able and judicious manner in which he had carried out the views of the stockholders in reference to the railroad project up to this time.

RICHMOND CITY MISSION.—The extreme cold weather has caused a great deal of suffering in our community, and has also given renewed impulse to the kindly sympathies of the ladies composing this philanthropic institution. In their attempts to relieve the sufferings of the poor from cold and hunger they have secured a large number of coats, hats, and gloves, and have also received many of our citizens, who have nobly responded to the calls made upon them. Amongst the articles sent were 550 yards of cotton-cloth for undergarments and one barrel of flour from a prominent Main-street dry-goods merchant. A Main-street shoemaker sent several pairs of shoes, and a grocer from the upper end of the county sent a handsome contribution of clothing, money, and vegetables. Several gentlemen living in the vicinity have sent in to them turnips, potatoes, cabbages, &c., while our own people have been liberal in their contributions of clothing, shoes, bed-coverings, &c. These articles have been promptly distributed to those who were in need.

Among the many instances of distress which were reported we mention only one, and this has been relieved. It was that of a poor widow who has four children, all their mother had been upon one bed, in which they all slept, for fear, as the mother expressed it, that they would freeze if they separated. The ladies have applied to the Young Men's Christian Association for help to visit the families in the lower part of the city and seek out those who have been neglected. He is about to start on southern tour, with Mr. T. Slater, Smith as business manager, and will return to Richmond before long.